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Bugatti's other super car



4

Why Merc based the X-Class on the Navara



7

Individual Plus has plenty of specs



8



King of the road

The New Suzuki GSX-R1000 L7 delivers a torrent of power right through the rev range, thanks to Suzuki's 'Broad Power System', which includes new exhaust valves, secondary injectors, dual stage inlet trumpets and of course the eagerly anticipated new VVT system

STORY PAGE 2



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The new top dog

The Suzuki GSX-R1000 LR has a torrent of power right through the rev range, thanks to Suzuki's 'Broad Power System', which includes new exhaust valves, secondary injectors, dual stage inlet trumpets and of course the eagerly anticipated new VVT system. The new motor combines old-school GSX-R1000 grunt, with a modern superbike top end rush, a flawless power curve and an accurate throttle - think ZX-10R with added midrange punch. There's so much low down oomph you can go a gear higher through corners and still be rapid, which is good news on the road where you surf grunt and not big revs.

Gearbox from heaven

A new six-speed, close ratio cassette gearbox slices through cogs with blade-like precision and is ably assisted by a super-slick electronic quickshifter and autoblipper system. Changing the gear pattern to 'race shift' (up one, five down) for the track is easily done by reversing the gear linkage.

Electronic revolution

It has every silicone bell and whistle available right now, including ride-by-wire, a choice of three riding modes, a space age dash containing more information than a stockbroker's computer screen and Anti-Stall. Wheelie, launch and a 10-stage traction control are all controlled by a six axis Inertial Measurement Unit (IMU),

which is right up there with the best systems found on the R1, ZX-10R, RSV4 RF and 1299 Panigale. Traction control holds you safely into a spin or slide when you crack the gas. Open the throttle more and you drive forward smoothly with no electronic cuts or splutters.

Loves corners

Handling was never a GSX-R1000 weak point, but Suzuki has gifted their new machine a compact new aluminium beam frame and longer swingarm to sharpen things up. New Showa 'Balance Free' forks and 'Balance Free Cushion lite' rear shock (similar to the ZX-10R's) give a plush ride and lots of feeling for grip.

Great road bike

With its tiny chassis and slinky bodywork the new R1000 feels very similar to a GSX-R600/750 to sit on. The riding position is typical GSX-R: short, stubby, but there's plenty of



Morné Barnard

legroom for taller riders. There's a new LED headlight, running lights and revised switchgear complements the snazzy dash, making it easy to change modes and settings on the move.

2017 GSX-R1000R specs

- Engine - 999cc 16v inline four
- Frame Cast aluminium twin spar
- Seat height - 825mm
- Suspension - Showa 43mm forks and single rear shock (fully-adjustable)
- Front brake - 2 x 320mm discs with Brembo radial four-piston calipers
- Power 185bhp at 11500rpm
- Torque - 117Nm at 10 000rpm
- Kerb weight - 203kg
- Tank capacity - 16 litres

The complete package

Morné Barnard

ALTHOUGH I've had the opportunity to ride all sorts of bikes since my teenage days, I've always been a big Suzuki enthusiast. Nothing could compare to the raw power and slick designs of Suzukis and I'm of the opinion that their machines are phenomenal in so many ways. From the framework to the designs and engine specifications, Suzukis just do it for me, thus when the new GSX-R1000 was launched I just had to buy one. The bike is a beast and the power produced by the new VVT engine is unbelievable. I have never ridden anything that can compare with the new 2017 GSX-R1000. Everything, from the engine's smoothness to the sleek look, appeal to me. It's the perfect super bike package and I believe the new GSX-R1000 is the future of super biking. The quality of workmanship is also excellent. I would like to thank Jaco and Belinda Viviers of Suzuki Richards Bay for their efforts and service. They are amazing people to do business with and really have local bikers' best interests at heart.



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Local business in the spotlight

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Visit AM Automotive at 93 Alumina Alley in Richards Bay for a quote or expert advice.



Bugatti's other super car

Val van der Walt

We all know Bugatti made some really amazing machines in the early part of the previous century, and then made the comeback of all comebacks in 2005 with the Veyron.

Currently Bugattis are considered the kings of hyper cars with its latest speed machine, the Chiron, laying claim to being the fastest production vehicle in the world.

But there's another car which few people remember... the EB110.

The Bugatti EB110 was a mid-engined super car produced from 1991 to 1995.

Only 139 were built.

Powering this futuristic (for those days) looking machine was a 3.5-litre V12 with four turbo chargers, sending 412kW through a six-speed manual transmission to all four wheels.

The 0-100km/h sprint was possible in 3.6 seconds and top speed a staggering 336km/h.

Those were serious numbers back in the 90s.

The limited number of EB110s were bought by people like the Sultan of Brunei, who took four, and Michael Schumacher, to name a few.

While not as famous, in essence the EB110 paved the way for the Veyron, and today is highly sought after by collectors.

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Automatic, 14 000km's, FSH

R439 900

2014 PORCHE CAYENNE

Diesel, 58 000km, FSH, Full House

R849 900

2017 FORD RANGER 3.2

TDCi XLT 4x2 Manual, Demo Vehicle

R464 900

2015 FORD RANGER 3.2TDCI WILDTRAK

4x2, Automatic, 32 000km's, FSH

R399 900

2015 VW POLO 1.2TSI

Comfortline, 62 000km, FSH

R199 900

2016 BMW 330i

Auto, Limited edition, Full house, FSH

R519 900

2016 FORD RANGER 3.2TDCI WILDTRAK

4x2, manual, 34 000km's, FSH, Raptor Kit

R459 900

2015 BMW 3.16i

Auto, 44 000km, Leather

R309 900

2013 FORD EVEREST 3.0TDCI

XLT 4x2, Manual, 66 000km's, FSH

R199 900

Used

2016 Ford Ranger 2.2tdci XL Single cab, 32 000km's, Balance of service plan and warranty, Towbar, Aircon, Bluetooth, R269 900

2016 VW Polo 1.2TSI Comfortline, 24 000km's, Sun roof, FSH, R219 900

2016 Ford Focus 1.0i Ambiente 4door, 25 000km's, R199 900

2016 Ford Fiesta 1.4i Ambiente, 20 000km's, FSH, Aircon, Bluetooth, R179 900

2016 Ford Figo 1.4 Trend, Silver R159 900

2015 Hyundai IX35 2.0i Premium, Aircon, Alloy wheels, FSH, R299 900

2015 Ford Ranger 2.2 TDCi, XL, L/R, White R239 900

2015 Mazda 3 1.6i Dynamic 4door, 62 000km's, FSH, R224 900

2015 Hyundai Grand I10, FSH, Blue, R169 900

2015 VW Polo Vivo 1.4i Trendline, 63 000km's, FSH R149 900

2015 Ford Ikon 1.6i Ambiente, 60 000km's, FSH, R134 900

2015 Nissan Micra 1.2 Audio, 55 000km's, R129 900

2014 BMW320i, M-Sport, Auto, Red, 62 000km's, FSH, Balance of Motorplan, R279 900

2014 Hyundai IX35 2.0 Premium, 47 000km's, Grey, FSH R264 900

2013 Ford Kuga 1.6i Titanium A/T, 68 000km's, FSH, Leather seats, 19 Inch alloy wheels R264 900

2013 Honda CRV 2.4 AWD A/T, Grey R249 900

2013 Mazda CX5 2.0i Active, 70 000km's, Blue, Aircon, Electric windows, Cd R249 900

2012 Ford Ranger 3.2 TDCi, 4x4, XLS, Sup/Cab, White R299 900

2012 Ford Ranger 3.2 TDCi, 4x2 S/Cab, 60 000km R249 900

2012 Ford Ranger 2.2tdci XL Supercab, 143 000km's, FSH, Aircon, Towbar, Alloy wheels, R219 900

2012 Mazda 3 1.6 Dynamic Hatch, 81 000km's, FSH, Leather, Mag wheels, R159 900

2012 Chevrolet Aveo 1.6L, Grey R 94 900

2016 FORD RANGER 3.2 WILDTRAK

4x4, A/T, White

R569 900

2016 FORD RANGER 3.2

Wildtrak, 4x4, Auto, White

R569 900

*2012 FORD RANGER 3.2

TDCi, 4x4, XLT, D/C, Auto, White

R339 900

*2013 FORD ECOSPORT 1.5

TDCi Trend Silver

R199 900

VW GOLF VI

1.4, TSI, Comfort, White

R169 900

2016 FORD RANGER 2.2

XLT, 4x2, D/C, White

R399 900

2013 FORD RANGER 2.2

Supercab, Silver

R229 900

2010 LAND ROVER FREELANDER II

2.2D, HSE, A/T, Gold

R169 900

*2014 CHEV CORSA 1.4

Utility, AC, White

R 124 900

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Brandon

Sales Executive

081 890 5296

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ISUZU TRUCKS – NO 1 IN THE RSA

Since inception of Isuzu Truck South Africa (ITSA) in 2006, the company steered towards a clear objective – to be the Number 1 Japanese OEM in South Africa and it first became a reality in 2013.

It was also the first year in the company's history that over 4 000 Isuzu trucks have been sold in South Africa – 4 019 units to be precise.

'We remained focused once we achieved the Number 1 position, but we were aware that it was not going to be an easy task staying at the top,' says Craig Uren, Isuzu Truck South Africa's Director and Chief Operating Officer.

Isuzu Trucks had a solid performance at the end of 2014, exceeding the 4 000 units sales mark for the second year in a row and remained the leader in the cab-over-chassis and medium commercial vehicle (MCV)

segment of the industry, with a market share of 12.8% of the total truck market.

N-Series products accounted for 21% of the MCV market, giving Isuzu Trucks market leadership of the segment while the F-Series range of trucks achieved 23.4% of the heavy commercial (HCV) market. Since the introduction of the FX-Series the range continued to grow.

In 2015 Isuzu Trucks sold 4 550 units to hit a new high and increased its market share to 14.9%. Equally, the Company's share in the MCV market increased to 27% while the share in the HCV market added four percentage points to a total share of 33%.

The acquisition of Port Elizabeth based companies Kanu Commercial Body Construction offers the opportunity to deliver ready-built trucks to dealers faster, while chassis modifications are done by Automotive

Chassis Technologies (ACT) where required. Both Kanu and ACT still service the local market and are not dedicated to Isuzu Trucks in entirety.

2016 was a trying year but despite certain challenges, Isuzu Truck South Africa held onto its Number 1 position for a fourth consecutive year and ended with a 14.6% market share from the total park of 3 952 units.

With 1 971 units sold across the 19 N-Series model derivatives totalling 50% of total ITSA volume for 2016, Isuzu Trucks claimed 23.3% of the total MCV market (8 451 units). In the HCV market of 5 460 units, 28.3% or 1 545 units were Isuzus.

"We wish to thank our dealers and Isuzu Trucks' Partners for their contribution to our continued success" says Hiroaki Sugawara, CEO and Managing Director of Isuzu Truck South Africa. "Achieving the Number 1

position is no mean feat and to do so for four consecutive years is commendable".

What is in store for 2017?

Isuzu Trucks will continue to expand its business into Africa and invest in the local dealer network as it seeks to be the top Japanese OEM for a fifth year in a row.

After declining for two years in a row, sales of medium and heavy commercial vehicles and buses are likely to show a modest improvement in 2017, according to Uren. He predicted that the total commercial vehicle market (excluding LCVs) would total 27 500 units in 2017, up 1.8 percent from last year's 27 041 units.

Isuzu Truck Sales and After-Sales activities in Zululand are handled by the Provincial Motors Group with their 3 Dealerships in Richards Bay, Empangeni and Mtubatuba



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Crossover MONTH

Worldwide crossovers are the fastest growing segment. Yes, the traditional sedan and even hatches are under pressure as more and more people are choosing crossovers. **WHY?** To start with, crossovers are practical vehicles because they offer more space in the rear. They are also more suitable for dirt road driving than dedicated road cars. Another big draw card is the increased ride height which gives one a sense of security when in traffic. Crossovers have become so popular that even brands like Porsche, Bentley and Jaguar have been forced to produce their own to stay in the sales race. In SA we have a large number of crossovers which cover all bases. Here are the most popular ones:

Honda **HR-V**

The HR-V was added to the Honda lineup in 2015 and sports the new bolder nose like that on the Civic and soon-to-be-released CR-V. It's a sporty crossover with an almost coupé-like shape, meaning that the roofline dips behind the B-pillars much than on other crossovers. There are two models to choose from, each offering basically the same features but a different drivetrain. In 1.5 Comfort guise the HR-V will cost you from R329 999 and the 1.8 Elegance goes for R407 300. Both models come with a five-year/200 000km warranty and four-year/60 000km service plan.

Figures and facts:

- Powering the HR-V number one Honda's faithful 1.5-litres petrol plant which makes 88kW and 145Nm which is driven through a CVT transmission. Fuel economy is rated at 6.3-litres to 100km.
- The other option is a 1.8-litre petrol engine which delivers 105kW and 172Nm and is also linked to a CVT. In this form the crossover's fuel economy figure is 6.8-litres to 100km.
- Luxury feature highlights include keyless entry, LED daytime running lights, cruise control, a


- multi-function steering wheel and leather seats.
- The 1.8-litre Elegance model gains an integrated infotainment system is controlled via a 5-inch monitor, or a 7-inch colour touchscreen display.
- Fuel tank capacity is 40-litres.
- As far as safety is concerned, the HR-V features Vehicle Stability Assist (VSA), Hill Start Assist (HSA) and a high-mounted LED rear brake light.
- HR-V stands for Hybrid Recreational Vehicle and it was one of the finalists in the recent Wesbank Car of the Year competition.

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Peugeot **2008**

The updated Peugeot 2008 is perhaps SA's best kept crossover secret. For under 300K you can get a stunning car with a very frugal, yet torquey turbo-diesel engine. Build quality, fit and finish are excellent and on par with other European cars like Volkswagen, and as far as standard features go, the 2008 is loaded to the brim. Peugeot sells the 2008 with a decent three-year/100 000km warranty, a three-year/45 000km service plan, a three-year paint warranty, roadside assistance, mobility and a

12-year anti-perforation warranty. Services are scheduled at 15 000 km intervals. In Zululand the Midbay Motor Group is the agents for Peugeot, so visit their showroom in Dollar Drive to test drive this well-priced and fancy crossover.

Figures and facts:

- The diesel version runs a 1.6-litre turbo-charged engine which makes 68kW and 230Nm with a claimed fuel economy figure of 4.0-litres to 100km.
- In petrol guise the 2008 features a 1.2-litre

turbo petrol engine with figures of 81kW and 205Nm.

- Standard safety aids include ABS with electronic brake assist (EBA), electronic stability programme (ESP), Hill Start Assist and six airbags (dual front, side and curtain airbags).
- Fuel tank capacity - 50-litres
- The highlights of the luxury features list include a stop/start button, rear park sensors, cruise control, rain sensing wipers, 7-inch touch screen and Satnav.



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PEUGEOT

Hyunda**Creta**

The Creta is the latest new car launched by Hyundai across the globe and in SA. Hyundai's trump card is that the fact that every vehicle in the three-model range is fully specced with all it's maker feels the owner needs for comfortable, safe and compliant driving.

Then there's also Hyundai's famed five-year/150 000km manufacturer's warranty with an additional two-year/50 000km manufacturer's powertrain warranty, as well as a five-year/90 000

km service plan. The base model 1.6 Manual is the starting point of the Creta range with a price of R319 900.

Figures and facts:

- The 1.6-litre petrol version delivers 90kW and 150Nm.
- With 1.6 turbo-diesel under the bonnet the Creta kicks out 94kW and 260Nm.
- Standard passive safety features across the range include dual front,

side and curtain airbags, LED daytime running lights, while ABS, EBD and a rear view camera with PDC sensors actively assists the driver.

- Fuel tank - 55-litres
- Luggage space - 402-litres (seats up), 1380-litres (seats down).
- Onboard infotainment is through a large touchscreen with Bluetooth connectivity and USB port.
- Satnav and leather seats are fitted to all vehicles, from the base model up.



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Renault **Captur**

The Captur is the crossover version of the popular Clio hatch - same progressive styling but with the added bonus of more ground clearance and extra space in the rear.

It's available in three versions, a 1.5-litre turbo-diesel and two petrol models in the form of a turbo charged 900cc and 1.2-litre turbo.

The range has a starting price of R 249 900 and standard kit includes Climate Control, a 7-inch touch screen,

Satnav, cruise control, tyre pressure monitor, auto headlights and rain sensing wipers. Renault SA covers the Captur with a five-year/150 000km warranty, three-year/45 000km service plan and six-year corrosion warranty.

Figures and facts:

- Diesel driven 1.5 dCi derivatives boast outputs of 66kW and 220Nm with a claimed fuel economy figure of 3.6-litres to 100km.

- With the 900cc turbo petrol outputs are 66kW and 135Nm with a claimed fuel economy figure of 4.9-litres to 100km.
- The 1.2 turbo makes 88kW and 190Nm and uses 5.4-litres to 100km.
- Fuel tank capacity is 45-litres.
- Safety is taken care of by ABS coupled with Emergency Brake Assist (EBA), ESP, Hill Start Assist and four airbags to give the Captur a five star EuroNCAP rating.



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Why Merc based the X-Class on the Navara

The head of Mercedes-Benz Vans, Volker Mornhinweg, told the media at the international debut of the new Mercedes-Benz X-Class that the bak-kie is the result of an alliance between companies - Nissan and Mercedes-Benz - something that is common in the commercial vehicle space.

Mornhinweg said that the company used the benefits of the Daimler tie-in with the Renault-Nissan Alliance, including a broad spread of manufacturing bases like a plant in Spain and another in Argentina, to make a stronger business case for a dual-cab, dual-purpose vehicle such as the X-Class.

‘When we first discussed it with Nissan years ago, they were willing to work with us on the X-Class project,’ said Mornhinweg.

‘Nissan have a long tradition in building pick-ups, and the Navara base met Mercedes-Benz’ strict requirement.’

Mornhinweg went on to stress the fact that the X-Class isn’t merely a Navara wearing a Mercedes badge, arguing that the German bakkie featured revised suspension settings, a unique cabin and the option of a V6 in the flagship model.

He emphasised that an AMG-fettled version of the new X-Class is not on the cards.

‘The brand had no plans to offer an AMG-badged X-Class fitted with Af-falterbach’s 4.0-litre bi-turbo V8,’ said Mornhinweg.

‘I think the car is quite impressive already when it comes to styling and so on, and personally, I think the product is not right for a V8.’



Small, medium or large?

Val van der Walt

LATELY, when a new version of a car arrives at a dealership, the conversation starts out like this -

Me:
‘Howzit?
Has the new (insert any premium brand car) arrived.’

Sales manager:
‘Yes, you’ve just walked past it.’

Me:
‘No, cannot be. Now really, where is it?’

Sales manager:
‘Right there, look...’

Me:
‘But that’s a (insert premium brand car).’

Sales manager:
‘No! That’s it! Look carefully.’

I will then do as he says and look carefully.

He will then point at a headlight, for instance, and say, ‘See how the top left does that little pointy thing and how it then becomes one with the crease line.’

I will get down on my knees and stare at the top left corner of said headlight and say, ‘Oh yea I see, it’s very nice indeed.’ I will be lying because if I claim to see nothing he might think I’m blind and won’t let me drive it, but truth is he’s also seeing what I’m seeing – nothing – and is just repeating what he was told at training. For the first time in history I’m finding it extremely difficult to tell the cars from some brands apart.

One model looks just like a slightly smaller or larger version of the next.

It’s like walking into a fish and chips shop and having to choose between

small, medium or large.

I find it extremely boring and cannot comprehend the reasoning behind it.

What’s happening now is that where in the past, if you were too poor to afford a certain car, you could’ve gotten away with claiming to dislike its design, but now with them all looking alike, it’s obvious that although you are hungry, you can only afford a ‘small hake and chips’.

Maybe even without the tartar sauce.

And what’s more is that people are keeping quiet about it, this new design trend that is.

It’s become as it is with race, religion and sexuality.

People will point and say, ‘Look at the car. That one. The one over there’, instead of ‘The big black one next to the smaller white one which looks a bit skew’. It started in Europe, as with everything painfully discreet.

If it was the smaller dodgy brands it would’ve made sense because you basically need one designer and a 3D printer to create an entire range, but it’s the smaller brands which are still giving cars their own identity.

I wonder what’s next? Genderless cars?

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Deposit: 10%

Balance: 55%

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<div>2014 VW POLO 1.2 TSi TRENDLINE</div> <div></div> <div>R162 900</div>	<div>2016 TOYOTA ETIOS CROSS</div> <div></div> <div>R169 900</div>	<div>2015 KIA RIO 1.4 TEC</div> <div></div> <div>R185 900</div>	<div>2014 NISSAN NP300 2.5 D/C</div> <div></div> <div>R199 900</div>	<div>2016 VW POLO TSi TRENDLINE</div> <div></div> <div>R199 900</div>
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Tammy for taxis
New Toyota Empangeni Sales Executive Tammy Harmse recently delivered her first vehicle, a Quantum Ses’fikile, to Mbongiseni Nxumalo. Congratulations goes out to both Tammy and Mbongiseni from everybody at the dealership



GWM M4 handover
Baruch and Bianca Zwarenstein with their new GWM M4. Everybody at the East Motor Group wishes them many happy journeys in their new crossover

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Individual Plus has plenty of specs

Val van der Walt

The Mazda 2 is a B-segment car, meaning that it is smaller than a Golf-sized hatch which is C-segment.

Two decades ago these cars were what you bought when you wanted to go really small and B-segment vehicles represented the bottom of the automotive barrel, but things have changed - a lot!

This specific Mazda 2 featured here is the Individual Plus model and it is a prime example of how smaller hatches have evolved to become really good cars.

Small is the new big

It's important for a hatch body to be in proportion.

If the rear is too big then it spoils the overall look and manufacturers sometimes still get it wrong.

Mazda got it right with the 2 because overall the car is well balanced with curves in all the right places.

The 2 sports Mazda's trademark nose which gives it quite an aggressive look and that is further complemented with combination black-and-silver alloy wheels.

Although quite compact, the car has enough space inside to carry four people in comfort, and in comfort they will travel because the Individual has one of the finest interiors and is loaded with luxury features.

The seats are a combination of smooth leather and suede, neatly stitched and mirrored by matching leather inserts in the dash and on the doors.

Climate control regulates the inside temperature according to the occupants' requirements and two USB ports, an SD card slot, Aux and 12V sockets in the lower dash allow for multiple devices to be connected to the infotainment system.

The large display on top of the dash can be worked from A-Z by using a rotary dial in the centre console.

This is a very handy feature because it's easier and less distracting than having to make selections by actually touching the screen itself.

Premium brands such as Mercedes-Benz also use this concept.

Driver focused

For the driver, the Mazda 2 Individual Plus has a full set of steering wheel controls for changing the speaker volume, answering a phone and setting the cruise control.

The driver also has a 'heads up' display directly ahead of the steering which shows the current speed as well as the legal speed limit for the particular stretch of road on which the car is.

Rain sensing wipers and automatic headlights add further to the Individual Plus' ease of use.

Satnav is standard spec and so is



a lane change warning system which is best left switched off when doing everyday commuting in town.

The Mazda 2 range is powered by a normally aspirated 1.5-litre petrol engine (82kW/145Nm) and Individual Plus also means a sleek auto box is in charge of shifting gears.

The engine's size and outputs are enough to tell the auto exactly what gear it should be in and I never got the notion that the transmission is lost in translation.

It's always spot on and gearshifts are smooth as silk.

For a bit of excitement Mazda provided a 'Sport' button which when engaged, knocks the auto box back one gear to give that extra oomph when it's needed.

Excellent handling

The Mazda 2's road holding and handling are very impressive and

reflects how far B-segment cars have progressed.

Even on highway speeds between 120 and 140km/h the 2 is steady and actually comfortable.

The car is sure-footed in the corners and steering input and response are quick and precise.

Gone are the days when these smaller cars were less able as far as dynamics are concerned, and the Mazda 2 is probably the benchmark in its class.

No wonder the C-segment is starting to suffer as more and more buyers are going for these smaller, but fully loaded and capable hatches.

The Individual Plus has a stiff price tag - R286 200 - but for that you really get a well built car with an interior that borders on premium quality, as well as loads of features.

No wonder Mazda is doing such good business in SA lately.

First Time Right

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